



## BWC National Benefits and Related Facts

**June, 2006**

(Previous Versions Obsolete)

### Best Workplaces for Commuters - Environmental and Energy Benefits

(all figures annual except as noted in footnote 3)

Date	Commuters Covered	Metric Tons CO2	Tons NOx	Tons VOCs	Gallons gasoline	Barrels Oil	Gas Price <sup>1</sup>	Dollars saved
Sept. 2001	360,000	165,000	400	200	18,745,000	446,000	\$1.54	\$28,913,000
Sept. 2002	570,000	261,000	700	400	29,652,00	706,000	\$1.33	\$39,293,000
Sept. 2003	1,100,000	500,000	1,400	700	56,804,000	1,352,000	\$1.58	\$89,494,000
Sept. 2004 <sup>2</sup>	2,000,000	1,042,000	2,800	1,500	118,429,000	2,820,000	\$1.79	\$211,455,000
Sept. 2005	2,800,000	1,459,000	3,900	2,100	165,801,000	3,948,000	\$2.20	\$364,775,000
<b>Cumulative thru Sept. 2005</b>		<b>3,427,000</b>	<b>9,200</b>	<b>4,900</b>	<b>389,431,000</b>	<b>9,272,000</b>		<b>\$733,930,000</b>
June 2006	3,400,000	1,777,000	3,400	1,600	201,936,000	4,808,000	\$2.58	\$520,996,000
<b>Cumulative<sup>3</sup></b>		<b>4,760,000</b>	<b>11,700</b>	<b>6,100</b>	<b>540,883,000</b>	<b>12,878,000</b>		<b>\$1,124,677,000</b>

The Current CO2 Reduction (June 2006 Annual Reduction Rate) is Equivalent to One of the Following:

(From U.S. Climate Technology Center Greenhouse Gas Equivalencies Calculator)

228,113	Household electricity use for one year (number of households)
45,564,103	Number of tree seedlings grown for 10 years
1,480,833	Acres of pine or fir forests storing carbon for one year
14,566	Acres of forest preserved from deforestation
74,041,667	Propane cylinders used for home barbeques
9,029	Railcars of coal burned
598,316	Tons of waste recycled instead of landfilled

<sup>1</sup> Gasoline prices referenced here are based on monthly averages for all grades and all formulations reported by the Energy Information Administration. They are averages for the twelve month period ending on the month stated in the table, except for the June, 2006 price which is based on the average for the nine month period ending with June, 2006.

<sup>2</sup> Figures for 2004 and 2005 reflect the findings of the 2004 BWC Survey that not only regular employees (shown in the "Commuters Covered" figures) change their commuting behavior in response to BWC commuter benefits, but there is also a smaller shift toward alternative modes among on-site contractor employees, temporary employees, and other irregular employees.

<sup>3</sup> Cumulative figures reflect full year benefits the years 2001 through 2005, and three quarters of the annualized benefits shown for 2006 due to the fact that only nine months of FY 2006 have elapsed as of this writing. Additionally, figures for 2006 are based on MOBILE6 emission factors for 2006, while the earlier figures are based on 2004 MOBILE6 EFs.



## BWC Program Indicators as of June 30, 2006

- Almost 1,600 BWC partners covering 3,400,000 employees, including:
  - 22 BWC Districts covering 967,000 employees
  - 1,575 BWC Employers (including Network members) covering over 2,400,000 employees
  - 269 Fortune 500 worksites covering 629,000 employees
  - 312 Network members (includes Network members that are not BWC Employers)
  - 2.5 percent of the nation's civilian, non-farm workforce covered by commuter benefits meeting the BWC National Standard of Excellence.
- Primary Benefit breakdown: These numbers represent the number of BWC worksites offering each of the following primary benefits, and the number of employees at those worksites. A number of worksites offer more than one primary benefit. These worksites and their employees are counted for each primary benefit offered. Consequently the percentages add to more than 100%.

	Worksites		Employees	
Transit Subsidy	1,265	79%	2,146,094	63%
Vanpool Subsidy	268	17%	987,683	29%
Telecommuting	246	15%	354,445	10%
Parking Cash-Out	42	3%	33,116	1%
4th Option	109	7%	734,139	22%

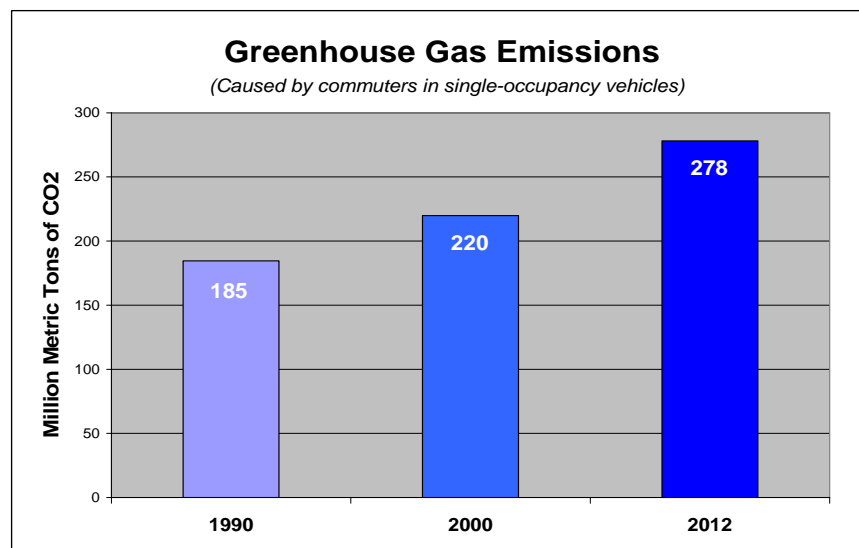
## Key Accomplishments of 2005

- Employer Strategies
  - Number of participating employers grew by more than 25 percent in 2005.
  - Number of employees covered grew by more than 40 percent in 2005 – from approximately 2 million to nearly 3 million.
  - Cumulative saving of 389 million gallons of fuel and 3.4 million metric tons of CO<sub>2</sub>.
  - Fortune 500 effort grew by 50 percent in 2005.
- Commuter Districts
  - Grew from 12 districts to 20 in 2005.
  - Number of employees in districts grew by more than 100 percent in 2005.
  - 31 million gallons of fuel saved annually.
- BWC Network
  - Established in 2004.
  - Boasts more than 300 members that support and work toward the goal; of reducing drive-alone commuting.



## Travel Facts

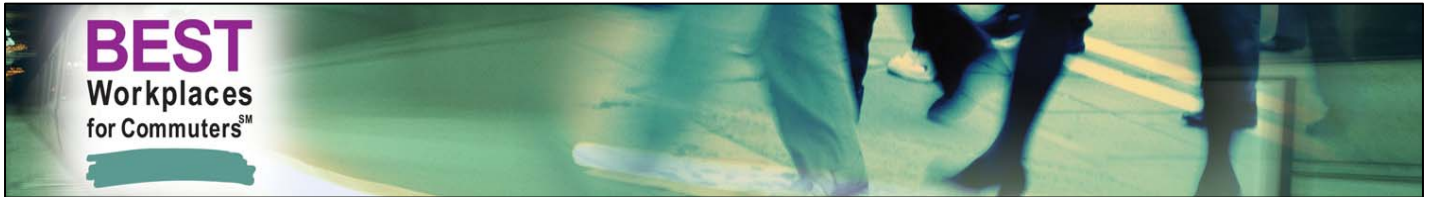
- Total miles driven by cars and light trucks in 2004 – 2.7 trillion, almost triple since 1970 (FHWA Highway Statistics 2004)
- 78 percent of all commute trips nationwide are drive-alone (2000 Census)
- Percentage of Total VMT represented by commuting – 27 percent (National Household Transportation Survey, 2001)
- Total Commuting VMT – 734 billion (calculated)
- Total Crude Oil Equivalent consumed by Cars and Light Trucks in 2002 – 8.5 million barrels per day, 42.5 percent of U.S. total consumption (DOE)
- Gasoline consumption in vehicles accounts for 20 percent of U.S. greenhouse gas emissions (DOE)
- 18% of household income is dedicated to transportation- before recent price increases (BLS)
- Between 2002 to 2012 drive- alone commuting VMT will increase by at least 15% - generating an additional 43 million metric tons of CO<sub>2</sub> annually (BLS/EPA)<sup>4</sup>



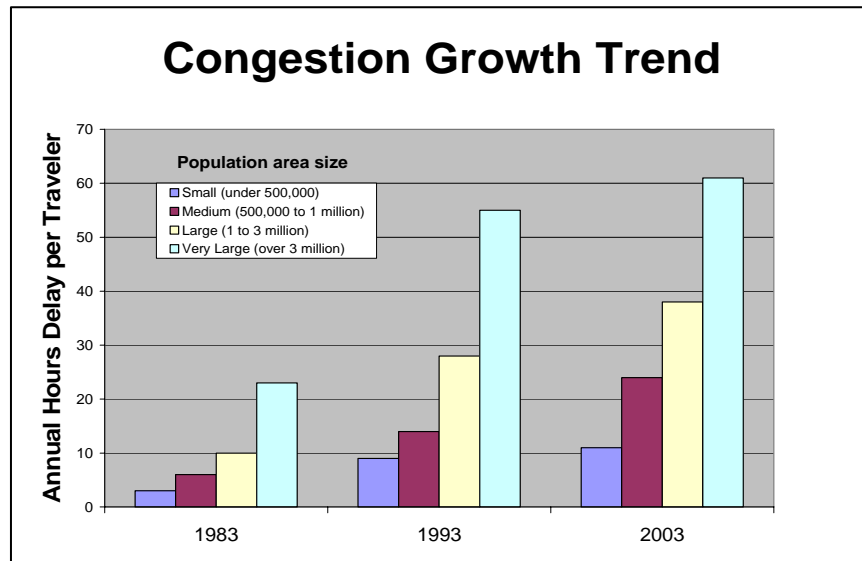
## Congestion in America – Highlights from TTI’s 2005 Urban Mobility Study

- Cost of congestion – \$63.1 billion per year
- Annual delay per peak period (rush hour) traveler, which has grown from 16 hours to 47 hours since 1982

<sup>4</sup> This projected increase in CO<sub>2</sub> emissions is based on the increase in the size of the U.S. labor force alone (from 131 million to 153 million) and does not take into account the possibility that the drive-alone mode share, or trips lengths might increase.



- “Rush hour” now lasts six to seven hours per day
- Number of urban areas with more than 20 hours of annual delay per peak traveler, which has grown from only 5 in 1982 to 51 in 2003,
- Total amount of delay, reaching 3.7 billion hours in 2003, and
- Wasted fuel, totaling 2.3 billion gallons lost to engines idling in traffic jams.



## GfK Automotive National Survey Findings on Attitudes & Behaviors

**Commute considerations are important in driving workplace decision-making.**

A majority (85%) of commuters surveyed reported commute consideration as Important in determining where they work / look for work, with the largest proportion reporting such considerations as ‘Very Important.’ Less than one-in-five (15%) deem such matters as ‘Not at All Important’

**There is broad positive association attributed to the concept of Commuter Benefits.**

A majority (68%) of commuters reported a positive attitudinal shift upon awareness of employers / companies offering such benefits to employees.

**A majority of American commuters report anticipated changes in behavior should Commuter Benefits be offered by their employer.**

Should the opportunity exist, the largest proportion (25%) of commuters anticipate utilizing Commuter Benefits at least 3 times each week, while others predict taking advantage of such offerings 1-2 times each week (15%), or a few times per month (15%).



**The American workforce is interested in working for a company that offers Commuter Benefits.**

**A majority of commuters (57%) express interest in working for a company that offers a Commuter Benefits program.**

**There is strong overall agreement that companies offering Commuter Benefits demonstrate environmental leadership.**

A majority of commuters (83%) are in agreement that the offering of Commuter Benefits demonstrates environmental leadership, due to reduced traffic congestion, air pollution, and energy savings.

**The recent elevation in gasoline prices has impacted the attitudes and behaviors of those who commute to / from work.**

Half report either considering changing jobs to reduce their commute (12%), or behavioral changes (i.e. seeking carpooling opportunities, use of mass transit, etc.) to limit commute (39%). The remainder of commuters across the U.S. report no changes in (commuting) behavior as a result of gasoline prices

## GfK Automotive Study on Lifestyle responses to Rising Fuel Prices

<http://www.gfkamerica.com/news/risinggasprices.htm>

*The following illustrates the lifestyle changes consumers will make based on the price per gallon of gas.*

	2.50/gal	\$3.00/gal	\$3.50/gal	\$4.00/gal	\$5.00/gal
Drive Your Most Fuel Efficient Vehicle	26%	35%	44%	50%	57%
Immediately Purchase a More Fuel Efficient Vehicle	17%	27%	40%	54%	71%
Reduce Overall Driving	22%	34%	47%	56%	65%
Walk/Bike More and Other Forms of Transportation	13%	24%	38%	49%	64%
Use Public Transportation	8%	16%	26%	40%	59%
Carpool	15%	25%	38%	49%	66%

*Based on the Percentage of Consumers Owning at Least One Vehicle  
Numbers are cumulative*



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